scheme throughout the State all at once, it might, as a first step, be introduced at least in such of the villages as had been selected for concentrated reconstruction work, and then to other areas gradually. The Mysore District Board had sent up proposals in the matter and he hoped that the Director of Public Instruction would sanction them.

Mr. N. S. SUBBA RAO replied that he had not yet received the proposals referred to by the member and that he would look into them when received.

No. 100.—Encouragement to educated women.

Dharmaparayane Sri. ALAMMA, Special Interests.

Dharmaparayane Sri. ALAMMA prayed that lady teachers be employed in all primary schools as and when opportunities arose, with a view to give encouragement to educated women.

Messrs. T. MARIYAPPA and **Belur SRINIVASIENGAR** suggested that in appointing teachers to primary schools, preference be given to women.

Mrs. KAMALAMMA H. DASAPPA also supported the representation on the ground that women were better fitted than men to take care of young children.

The DIRECTOR of PUBLIC INSTRUCTION (Mr. N. S. Subba Rao) replied that, even at present there was nothing to prevent women from seeking employment as teachers in primary schools. But the main difficulty was that they were not willing to take up appointments in villages for various reasons. And even if they accepted appointments in villages, they would either begin to ask for transfers within a very short time or ask for allowances. It was not possible to give allowances in all places. Whenever women were willing to serve as teachers in village schools, the department would have no objection to employ them.

Mr. T. MADIAH GOWDA suggested that with a view to induce them to remain in villages, their emoluments might be slightly enhanced.

The PRESIDENT observed that the Government were in full sympathy with the question under discussion and would employ women teachers wherever possible.

At this stage, the Assembly rose for the day to meet again at 12 of the clock the following day.

SIXTH DAY.

Saturday, 31st October 1936.

The House reassembled at the Jagan Mohan Palace Pavilion on Saturday, 31st October 1936, at 12 of the clock, *Rajamantrapravina* S. P. Rajagopalachari, First Member of Council, in the Chair.

QUESTIONS AND ANSWERS—*contd.*

Railway Freight Concessions.

Q.—2. **Messrs. K. SRIKANTAIAH** (Special Interests); **S. KARIAPPA, M. LINGE GOWDA** and **Gurukar VENKATARAMANE GOWDA** (Kankanhalli Taluk), **T. MADIAH GOWDA** and **V. VENKATAPPA** (Channapatna Taluk); **R. DASAPPA** and **K. RUDRAPPA** (Devanhalli Taluk); **VEERASANJEEVA GOWDA** and **M. B. GURULINGIAH** (Closepet Taluk); **VEERE GOWDA** (Dodballapur Taluk); **H. GANGAPPA** (Magadi Taluk); **S. SHARABHANNA** (Anekal Taluk); **J. V. CHANNAPPA** and **GURUSWAMI GOWDA** (Hoskote Taluk); **B. M. MUNISWAMAPPA** (Bangalore Taluk); **S. T. MALLASETTAPPA** (Nelamangala Taluk); **B. L. BYANNA** (Bangalore City Municipality); **A. M. VENKATASAMIA** (Closepet Municipality); **S. G. SANKARIAH** (Dodballapur Municipality); **Shroff RANGASWAMI CHETTY** (Magadi Municipality); **Yejaman CHANNAPPA** (Devanhalli Municipality); **R. RANGAIYA** (Channapatna Municipality); **K. Y. T. VENKATACHALIAH** (Kankanhalli Municipality); **T. L. GANGOJI RAO, B. C. RANGAPPA, M. ABDUL JABBAR, S. MUNIVENKATAPPA** and **M. ABBOY** (Minorities); and **Mogenhalli SIDDE GOWDA** (Special Interests).—

Will the Government be pleased to state:—

what are the distances from the Cities of Bombay, Cawnpore and Agra to Bangalore City and to Madras; what are the rates of railway freight for goods from the above places to Bangalore and to Madras, respectively?

A.—The CHIEF SECRETARY to GOVERNMENT (Mr. B. T. Kesavaiengar).—The distances are—

	Miles
Bombay to Bangalore City ...	747
Bombay to Madras ...	794
Cawnpore to Bangalore City ...	1,324
Cawnpore to Madras ...	1,243
Agra to Bangalore City ...	1,320
Agra to Madras ...	1,239

The rates for different commodities vary.

Mr. K. SRIKANTAIAH.—From the answer, it is clear that the distances from Bombay, Cawnpore and Agra to Bangalore City are more or less the same as those to Madras. What is the reason for concessions being shown in the railway freight rates to Madras and not to Bangalore?

Mr. B. T. KESAVAIENGAR.—We cannot answer for the Madras and Southern Mahratta Railway administration. This answer has already been given in the Legislative Council.

Mr. K. SRIKANTAIAH.—Will the Government correspond with the M. & S. M. Railway administration in the matter of granting concessions in railway freight rates to Bangalore City also?

Mr. B. T. KESAVAIENGAR.—If the Chamber of Commerce sends up a resolution to the Government on the matter, Government will see what they can do

Mr. K. SRIKANTAIAH.—As trade is suffering and people here are purchasing goods from Madras, why not the Government themselves take the initiative in the matter and correspond with the M. & S. M. Railway authorities?

Mr. B. T. KESAVAIENGAR.—The matter is one which relates to foreign railways. Just as we cannot prevent foreign silk being sold here at competitive rates, we cannot prevent foreign railways from charging competitive railway freight rates. There must be sufficient reasons for the foreign railway to charge such competitive rates. For instance, the freight on articles sent by steamer from Bombay to Madras is less than the usual railway freight, and that may perhaps be the reason for the railway company charging such competitive rates.

Mr. P. SUBBARAMA CHETTY.—Are the Government aware that the Chamber of Commerce has already made representations to Government in the matter under discussion?

Mr. B. T. KESAVAIENGAR.—Notice.

Mr. P. SUBBARAMA CHETTY.—In all these matters representations have been made by the Chamber of Commerce. Is it not desirable for the Government also to make similar representations to the M. & S.M. Railway administration and see that lower railway freight is charged?

The AGENT, MYSORE RAILWAYS (Mr. H. D. Sinclair).—Unless the Chamber of Commerce and the Merchants' Association make out a case, there is no use of Government approaching the concerned railway administrations.

Mr. P. SUBBARAMA CHETTY.—In case the Government takes the initiative in the matter, will it not strengthen the hands of the Chamber of Commerce?

Mr. H. D. SINCLAIR.—If the Chamber of Commerce and the Merchants' Association put up a good case before the Government, then they can address the railway authorities.

Mr. P. SUBBARAMA CHETTY.—Are not the Government aware that the Chamber of Commerce has taken action in the matter?

Mr. H. D. SINCLAIR.—I am not aware of any representation made by the Chamber of Commerce to the Railway Department in this connection.

Mr. MAHOMED MUSTAFA SAHIB.—Has it come to the notice of the Government that railway freight on tangadi bark sent from Hindupur to Madras is much less than that sent from Chintamani to Madras and as such the tangadi bark trade in the State has suffered seriously?

Mr. H. D. SINCLAIR.—We will inquire into the matter.

Mr. V. V. IYER.—Would it not be possible to transport the articles manufactured by the Bhadravati Iron Works over the State railways by charging concession rates?

Mr. PRESIDENT.—That is an altogether different matter which may be brought up separately.